

ESTIMATES
FOR THE YEAR

COUNTY COMMISSIONERS PRESENT AMOUNT OF MONEY REQUIRED TO LEGISLATURE.

The Essex county commissioners have completed their estimates to present to the legislature of the amount of money received for the conduct of the business of the county for the year 1912.

They estimate that the gross amount required will be \$637,350.03; less cash on hand and expected income, \$80,350.03; amount to be raised by taxation, \$557,000.00; the amount raised by taxation last year was \$554,500.00; increased amount this year, \$2500.00.

The tax rate for this year will remain practically the same as last year—1.37 plus.

Items Showing Increase.

The items showing increases are: Pensions, \$450; salaries fixed by law, \$500—due largely to increased compensation of registers of deeds in both the northern and southern districts by reason of increase of business in the registries—the compensation being automatically regulated once in five years by the volume of business; clerical assistance in county offices, \$5500—due to extra clerk hire largely in the indexing of registry records; district and police courts \$4000—due to the appointment of probation officers for juveniles in Lawrence and Lynn and cost of fire proofing vaults.

Civil expenses of upper courts \$7000—due to more sittings of courts, there being 16 weeks added this year in this county; trial justices, \$1000—due to the commissioner of public records requiring fire proof storage for records; travel—special and county commissioners, \$250, and repairs and furnishing county buildings, \$5000—the reason given for these last two increases being that they were insufficient before.

Decrease of the Year.

The decreases this year from last year are: Reduction of county debt and interest, \$35,300; cost of criminal courts, \$4000, which is the more significant when it is remembered that District Attorney Atwill last year made a decided reduction in the cost of criminal courts over the last year of his predecessor in office.

Highways and bridges \$500; law libraries \$2000, which, however, is more a matter of book-keeping than an actual saving, as it is simply carrying out the law and allowing fees to go here which for some years have been treated as income and a larger appropriation made; miscellaneous is cut \$300. The other items on the list remain the same as last year.

Jan. 17.

Pensacola Report.

Sch. Sheffield of the E. E. Saunders Fish and Ice Company, of Pensacola, arrived last Thursday and reported a catch of 20,000 pounds of snappers and 5,000 pounds of groupers.

All Done at Louisburg.

The winter fishing at Louisburg, N. S., is about closed and mostly all the boats have been hauled up.

Jan. 17.

Notice to Mariners.

The lighthouse inspector has notified shipping interests that Nix Mate gas and bell buoy No. 7 has been taken up on account of the ice and a spar buoy, similarly colored and numbered, has replaced it. The Misham Ledge gas and bell buoy has been taken up for the same reason and replaced by a spar, and the Yankee wreck gas buoy has been discontinued because of the ice. The masts of the wreck are standing and indicate the position.

Jan. 17.

Fishing Fleet Movements.

The schs. Benjamin A. Smith and Gladys and Nellie arrived at Liverpool Saturday last and cleared for fishing.

THEY ALL BARELY
ESCAPED DEATH.

Reports received at Cushing, N. F., from various points along the west coast of Newfoundland show that the blizzard which raged all last week caused the loss of two Newfoundland fishing schooners in addition to schs. William E. Morrissey and the Helen G. Wells of this port. Besides these four large craft, several big power fishing boats were also destroyed.

Details of the wreck of the Morrissey received by wireless from Point Rich yesterday far up the west coast of Newfoundland, indicate the hurricane which swept the coast last week was as heavy a blow as has ever been known along the shore. The Morrissey, which was at Bonne Bay, set sail for Bay of Islands, 30 miles south. Hardly had the schooner left before she ran into a southeast hurricane and snowstorm of such force nothing could stand before it. The mercury hovered about the zero mark. Finally near Belburns, 90 miles to the northward of Bonne Bay, the Morrissey was driven into the ice, which piled her up on the shore, a total wreck. The crew escaped with great difficulty and Capt. Charlie Daley and his mate narrowly escaped death. The men are being cared for by the natives.

Jan. 18.

TATTLER HAD
HARD TRIP HOME.

Sch. Tattler, Capt. John Bolong, which arrived yesterday from Bonne Bay, had a hard 15 days' passage. Capt. Bolong, who said on his arrival, that after getting clear of the head lands of Bonne Bay, storms of the greatest violence from all points of the compass prevailed, accompanied by extreme cold, so that the vessel became iced up so badly that at times she was unmanageable.

The crew, day and night, were pounding ice to keep her afloat, and all were more or less frostbitten. It was quite a relief when they rounded the Cape Breton coast.

From Scatterie to Gloucester, which took 10 days, nothing but northwest gales, increasing at times to hurricane force, with blinding snow, were met with. The cold was so intense and the vessel iced up so badly that the crew could not free her, and in order to keep from foundering they had to run her near the gulf stream into warmer water.

The vessel was off here two days, battling against a heavy northwest wind, so when she arrived yesterday the craft resembled an iceberg, for the hull and rigging was incased in ice from three to 12 inches thick.

The Tattler is the largest, as well as one of the best fitted, vessels sailing out of this port. She brought the most valuable cargo of fish ever received at this port from Bonne Bay, consisting of 1300 barrels of salt bulk herring, 80 barrels of pickled herring, 200,000 pounds of frozen herring, 40,000 pounds of salt cod and 50 casks of cod oil.

SAILED ON HER
MAIDEN PRIP.

The new sch. Frances S. Grueby, built at this port and fitted for the market fishery, sailed on her maiden trip yesterday afternoon in command of Capt. Enos Nickerson.

The new schooner which is one of the very latest models, made a fine appearance as she left port, and Capt. Nickerson has every reason to feel proud of the craft. Capt. Nickerson's record in schs. Seaconnet and Pontiac as one of the high liners of the fleet, is well known, and his many friends wish him good luck and continued prosperity in his new vessel.

Jan. 18.

FLEET IS NOW OUT IN THE GULF

Seventeen Craft Made Dash from Bay of Islands Yesterday Afternoon.

Seven Crafts at Bonne Bay are Still Held In by the Ice.

News from the Bay of Islands received here last evening is of a more encouraging nature, and states that the entire fleet of 17 crafts that have been imprisoned inside the bay took advantage of the southeast wind that has driven the floating ice fields off coast, and started for home.

The situation at Bonne Bay, however, where seven of the fleet are iced, is not favorable. Advices from there state that the crafts are still hemmed in, and the only relief in sight is the arrival of a revenue cutter or some steam sailing craft that can force a channel through, and tow the vessels out into clear water. Could a steamer have reached there yesterday, the chances were still good that the entire fleet would have been able to have got underway, the despatches say.

No news had been received this morning concerning the crafts that left the Bay of Islands yesterday, and up to 5 o'clock last evening none had returned to the bay.

The fleet which left there comprised schs. Aloha, Veda M. McKown, Saladin, Alert, Arthur James, Miranda, Massachusetts, S. P. Willard, Constellation, Lottie G. Merchant, Theodore Roosevelt, Oregon, Arkona, John R. Bradley, Senator Gardner, Athlete, Essex, all from here, and the Elizabeth H., of Bucksport.

If they were fortunate enough to escape or push through the ice outside and were able to continue on their passage they will probably put in to Port aux Basques for harbor, and notify the owners of their safety. The weather was reported mild at the Bay of Islands yesterday with a light southeast wind.

At Bonne Bay are schs. Smuggler, Bohemia, Sylvania, T. M. Nicholson, Oriole, Gossip and the British sch. Strathcona.

Upon receiving the news of the departure of the crafts from the Bay of Islands last evening and conditions here, Collector Jordan took steps to get into communication with the cutters Gresham and Androscoggin, now speeding on their way to the relief of the ice bound fleet. It is figured that a wireless to Glace Bay, where a station is located, would reach the cutters, so that both could proceed to Bonne Bay, where immediate assistance is required, for the arrival of these crafts is the only hope of the fleet's getting out.

Capt. John Belong of sch. Tattler, who arrived here yesterday, from the Bay of Islands, expressed some doubts of the ability of the cutters to reach the vessel, in which event they would be obliged to remain until spring.

Capt. Kean of the steamer Home wired to St. John's last week from Bay of Islands that the straits along the Labrador are almost completely blocked with ice, Brig Bay and Flowers Cove report heavy ice all along the coast.

Boston Transcript Editorial.

The Boston Transcript of Tuesday evening printed the following editorial on the predicament of the ice-bound herring fleet:

"In the annual jousts between the Newfoundland winter and Gloucester skippers, the weather seems to have prevailed. But if the wires do their duty by us for the next fortnight we ashore shall have enacted for us one of those impromptu dramas of sea, storm and adventure which make the daily papers of a seaport town more absorbing than the wildest romance,

because we know, in the first place, that all this is "so" and in the second, we know, or know of, the actors.

"The Gloucester schooners which go up the western coast of Newfoundland are always coquetting with the ice, particularly if they wait until after New Year's. They are always shifting to evade it, and once, earlier this season, four of them had a close squeak at the upper end of Humber Arm and only got out with the help of the Newfoundland "Navy", the Fiona. It is not unusual for three or four to be taken prisoner by the rigors of this Northern winter, but a loss of two schooners (one at Table Point and one at Bay St. George) and the ice blockade of twenty-five others at Boone Bay and Bay of Islands is unexampled.

"The whole fleet was almost ready to sail; in fact, some did sail, two to be driven ashore and three to be forced back to escape destruction by the ice pack. The failure of the revenue cutters Gresham and Androscoggin to release these fleets might carry a diversity of consequences; the fishing industry of Gloucester would feel the loss of these combined cargoes, valued at \$75,000; the schooners would be unable to join in the spring fishing, since the west coast bays are seldom free of ice before the end of April, and unless these skippers are more conservative in the risks they take to elude ice packs it may mean that some of the vessels will never be seen again rounding Eastern Point at all.

"Meanwhile over the scowling headlands and stormy barrens of that sea-girt province howls the Arctic winter, snow lies thirty-five feet deep on its shaggy mountain sides and wide, lonely moors. The willy-waughts from the western range knocked a train from its rails at Little River and flattened the Anglican Church, "and there's not a day passes but there's a snow flurry up in them Arms," according to the testimony of the late Captain Tommy Bohlén.

"There is one item of the situation which ought to be cheering to Gloucester. On the revenue cutter Androscoggin, when she sails from Portland, will be two of the canniest skippers of the fishing fleet, Capt. Reuben Cameron and Capt. Joe Bonia. Joe Bonia has matched his wits with the Bond administration in the troublous days of the modus vivendi, and his wits (together with certain counsels from Gloucester) proved, on the whole, the equal of the Newfoundland Government. The northern winter is rather a tougher antagonist and we shall watch to see what these two doughty skippers and the revenue cutters make of it.

"How this whole episode affirms once more the work-a-day romance of our New England fishing fleet! They are not out for adventure, please notice; they are out for a living, and taking desperate chances to earn it, which makes the adventure all the more real and earnest. And with them off our coasts we seem to be living again in a legendary age, when men were stirred to high enterprise, or went on voyages from the elemental impulse to find out what lay behind those mysterious seas. If these fishing schooners are replaced by steam trawlers, we need look for nothing more like this. But in that day, if it come, when the schooners are no more, it will be a satisfaction, when their viking trips are recalled, to remember that we looked on at some of these exploits and appreciated them at the time for what they were.

20 Jan. 18.

COD SCARCE AND BRING \$7

STEAM TRAWLER SWELL AND
THREE BOATS ONLY ONES
AT T WHARF.

Three shore boats and one off shore craft constitute the arrivals at T wharf this morning, aggregating less than 60,000 pounds in all.

The steam trawler Swell is at the dock from her second trip and has 44,000 pounds of haddock and 500 pounds of cod.

Prices on haddock ranged from \$3.50 to \$4.50 a hundred weight. Cod was scarce and sold for \$7 right through, while pollock brought from \$4 to \$4.75 and hake, \$4 to \$6.25.

Boston Arrivals.

The fares and prices in detail are: Sch. Elizabeth W.: Nunan, 3000 haddock, 1000 cod, 5000 cusk.

Steamer Swell, 44,000 haddock, 500 cod.

Sch. Elva L. Spurling, 12,000 haddock, 400 cod.

Sch. Maxwell, 2600 cod.

Haddock, \$3.50 to \$4.50 per cwt.; cod, \$7; pollock, \$4 to \$4.75; hake, \$4 to \$6.25.

LOBSTERS ARE SCARCE.

Very Few Are Being Caught Now on
the Maine Coast.

Few lobsters are being caught in Maine. There are few being caught on the Nova Scotia coast, and it is this latter fact that is causing the joy among the Maine men. During the recent heavy blows, the west coast of Nova Scotia has been strewn with the wrecks of lobster pots. Just how many traps have been smashed by the wind and wave, nobody seems to know, but there were enough to cover the whole shore with debris. With the traps gone and the gales continuing, the number of lobsters shipped to the United States will be lessened and the local crustaceans will get a chance to have a look-in.

This is where the Maine dealers figure that the clouds and the wind have helped them out. There will be a big demand for the Maine variety and the big stock in the pounds will be placed on the market. The Maine lobstermen themselves, are catching few of the shellfish and they will not get any until the bad weather is over. Whether or not there has been any damage to the pots along the Maine coast remains to be seen, for the lobster catchers have not had a chance to visit their traps and see what has happened. In the meanwhile, the price of lobsters is getting a bit firmer and dealers and lobstermen are happy.

Not Always a Luxury.

Lobsters have been a favorite luxury of the Atlantic Coast since the days of the Pilgrims, who caught them weighing 25 pounds apiece, a giant one weighing 34 pounds. In 1740 large lobsters sold for "three halfpence" each, but the price is now 25 cents a pound, that price being paid for one weighing 3 pounds 9 1-4 ounces, which is equivalent to 90 cents a pound for the clear meat.

Lobster Famine Is Feared.

Not for many months have lobsters been as scarce as at the present time. According to captains of lobster smacks coming into Portland, lobster fishermen have become discouraged and have given up the work for the present. The weather of the past six weeks has raised havoc with lobster traps, boats have been smashed and the fishermen have endured all sorts of hard experiences while pulling their traps.

Wants Congressman to Help.

George W. Field, game commissioner of Massachusetts has written to the Bay State members of the House asking their co-operation in obtaining an appropriation of \$7000 toward an international fisheries conference which it is proposed to hold. The purpose is to discuss the supply of fish, as some of the food species seem to be threatened with extermination.

Was Out a Long Time.

Completing one of the longest Pacific halibut fishing trips on record, the fishing steamship New England arrived at Vancouver on December 18th after an absence of 28 days. Bad weather forced the New England to seek shelter for 15 days of the time she was absent from port.

Jan. 18.

VERY DULL MUSIC AT THE WHARVES

NO OFF SHORE IN SOME OF
THE GILL NETTERS DID
WELL YESTERDAY.

Not an arrival from off shore since yesterday has been reported, matters being generally quiet along the water front this morning.

The fleet of gill netters struck some good fishing yesterday, although the Rough Rider and Eagle were unable to pick up their nets. The crafts brought in about 35,000 pounds among them.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Nomad, gill netting, 7000 lbs. fresh fish.

Str. F. S. Willard, gill netting, 7000 lbs. fresh fish.

Str. Enterprise, gill netting, 5000 lbs. fresh fish.

Str. Bethulia, gill netting 6000 lbs. fresh fish.

Str. Ibsen, gill netting, 600 lbs. fresh fish.

Str. Prince Olaf, gill netting, 3500 lbs. fresh fish.

Str. Alice, gill netting, 3000 lbs. fresh fish.

Str. Mindera, gill netting, 1000 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 1000 lbs. fresh fish.

Str. Margaret D., gill netting, 4500 lbs. fresh fish.

Str. Venture, gill netting.

Str. Rough Rider, gill netting.

Str. Eagle, gill netting.

Sch. Galatea, shore.

Sch. Sadie M. Nunan, shore.

Sch. Maud F. Silva, shore.

Vessels Sailed.

Sch. Rebecca, haddocking.

Sch. Annie Perry, haddocking.

TODAY'S FISH MARKET.

Salt Fish.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.

Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.

Salt "drift" codfish, large \$5.25, medium \$4.75.

Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.

Eastern halibut, codfish, large, \$5.50, medium, \$4.75.

Haddock, \$1.75.

Pollock, \$1.75.

Cusk, large, \$2.50, medium, \$2; snappers, \$1.50.

Hake, \$1.87 1-2.

Eastern shack cod, \$4.75 for large and \$4.25 for mediums.

All codfish with napes picked bring 25c over the above price.

Fresh Fish.

Haddock, \$1.15 per cwt.

Large cod, \$2.60 per cwt., medium, \$2.10 per cwt.

Cusk, large, \$1.80, medium, \$1.20.

Snapper cusk, 60c.

Hake, \$1.45.

Dressed pollock, 90c; round 80c.

Bank halibut, 19 1-2c per lb., for white and 13c for gray.

Bait Prices.

Frozen bluebacks, \$2.50 per cwt.

Frozen herring, \$2.50 per cwt.

Fresh herring, \$2.50 per bbl.

Frozen squid, \$2.50 per bbl.

Jan. 18.

THE PEARLS MOVE.

No Matter How Placed They Align
Themselves.

Councilman Harry A. Archibald of New Rochelle, N. Y., who found four large pearls in some oysters thinks he has discovered unusual qualities in them. He says he left the pearls on a table and an hour later found they had arranged themselves in a straight line which ran north and south. He changed the direction of the line from east to west, and after a few minutes the pearls slowly resumed the north and south alignment on the glass top of the table. Placed in the form of a square they again rolled into a straight line, north and south.

Fine Haddock Stocks.

Sch. Lizzie M. Stanley, Capt. Joshua W. Stanley, stocked \$2450 as the result of her recent haddock trip, the crew sharing \$56 clear.

Sch. Conqueror, Capt. Roberston Giffin, stocked \$2264 on her recent haddock trip the crew sharing \$52 clear.

And Still They Keep Adding.

Smith & Rhuland of Lunenburg, N. S., successfully launched another fine vessel from their yard. She will be known as the Marion Adams, and will be in charge of Capt. John Knickle and is a particularly good looking craft. She will belong to the Adams & Knickle fleet.

Had Monster Haddock.

Sch. Elva L. Spurling, one of the shore market fleet brought in a haddock to T wharf this morning weighing 22 pounds. She had 12,000 pounds of haddock, and the fish ran large right through.

Fishing Fleet Movements.

Schs. Paragon and Georgia arrived at Halifax, N. S., Sunday last and cleared for the fishing grounds.

Jan. 18.

ARE FROZEN IN AT PLYMOUTH.

Six of the local cod netting fleet have been caught in the ice at Plymouth since the recent cold snap and are frozen up fast at the wharf at that port.

They are the steamer Quartette, schs. Marguerite, Nautilus, Mabel Leavitt, Nettie and sloop Lillian. Some of the skippers were here yesterday looking for a craft to haul the nets which have been left outside.

Jan. 19.

TO PROTECT FISHERIES.

Representative Says State Police Boat
Lexington Does Good Work.

A special hearing on the appropriation for the maintenance of the State steamer Lexington will be given by the House Ways and Means committee Wednesday of next week at 10.30. It will be a lively one.

When the committee was considering the appropriation of \$9000 for the maintenance of the police boat Representative Crocker of Boston questioned Chief Whitney whether or not the porgy steamers now enter Buzzards Bay to violate the law. Capt. Whitney said that to his knowledge they did not.

Representative Pope of Leominster pointed out that the reason the steamers do not break the law is the same which would prevent a burglar from entering a house guarded by a policeman; they realize that the Lexington is on the job and that it would not be safe to break the law. Without the presence of the Lexington, they would not hesitate to take fish in Buzzards Bay.

Mr. Crocker questioned the value of the fish, which are protected and Mr. Pope pointed out that the chief value of the Commonwealth is in the protection of the fishing, which means a tremendous summer visitor business to the state. He also stated that some 15 porgy steamers were put in commission last summer, together with a floating porgy factory for trying out the fish, and that the immense number of boats now engaged in porgy fishing would make short work of the fish in Buzzard's Bay if they are not protected.

Jan. 19.

Ice on Cape Breton Coast.

Though it has been said there would probably be a large amount of coal brought to Portland from Louisbourg, C. B., this winter it looks extremely doubtful now if any would come for a number of weeks. According to Capt. John Young of the steamer Mstarte, the whole of the Cape Breton coast is so encased in ice that it is impossible to enter and leave Louisbourg at present.

Jan. 19.

LIGHT SUPPLY FOR DEALERS.

T WHARF RECEIPTS TODAY AG-
GREGATE ONLY ABOUT 85,-
000 POUNDS.

Receipts of fresh fish at Boston this morning consist of one off shore and seven shore crafts, aggregating about 85,000 pounds in all.

Trade was reported good, there being a demand for all kinds of fish. Sch. Buema brought in 52,000 pounds, having the largest haul while the shore crafts had fares from 4000 pounds up to 9000 pounds each.

Haddock sold from \$3.25 to \$4.50 a hundred, large cod, \$6 to \$6.50, markets, \$3.50 to \$6, pollock, \$3.50 to \$4, hake, \$4.50 to \$6.50 and cusk, \$3.50.

Boston Arrivals.

The fares and prices in detail are: Sch. Rebecca, 4000 haddock, 200 cod, 5000 hake.

Sch. Manhasset, 2500 haddock, 1800 cod.

Sch. James and Esther, 2500 haddock, 700 cod, 4000 hake.

Sch. Sadie M. Nunan, 5000 haddock, 1000 cod, 2500 hake.

Sch. Valentinna, 3400 cod.

Sch. Mary Emerson, 1400 cod.

Sch. Olive F. Hutchings, 4000 haddock, 800 cod, 500 hake.

Sch. Buema, 40,000 haddock, 12,000 cod.

Haddock, \$3.25 to \$4.50 per cwt.; large cod, \$6 to \$6.50; market cod, \$3.50 to \$6; pollock, \$3.50 to \$4; hake, \$4.50 to \$6.50; cusk, \$3.50.

CAUGHT BY DEVIL FISH.

Tentacles Had to Be Cut Away One
By One to Rescue Diver.

While Japanese Abalone divers were at work near Monterey, Cal., a giant octopus caught T. Yamaguchi in its tentacles and nearly squeezed his life out. The diver struggled with the devil fish, which held him so tight he could not be hauled up into the boat. His diving suit was the only thing that saved him.

After an hour and a half Yamaguchi was brought to the surface. The devil fish had wringed its tentacles about him, and one by one they had to be cut away.

The octopus weighed 275 pounds and is the largest one ever caught on that coast.

HYPNOTIZING LOBSTERS.

Curious Subject Is Subject of Special
Investigation in England.

The hypnotizing of lobsters and other crustaceans has been the curious subject of a special investigation in England by the Northumberland sea fisheries committee. It has been known that lobsters could be put to sleep for a variable time by holding the head down and rapidly stroking the carapace, and one point to be determined was whether sending the blood to the head by the reversed position was essential. The horizontal position or lying on the back give the same results. A native lobster remained motionless three hours and one from Norway 55 minutes. Crabs became comatose in both the natural position, and lying on the back.

STEAM TRAWLERS FOR HALIBUT

Will Be Tried by Canadian Fish Com-
pany on Pacific Grounds.

Grier H. Starratt, superintendent of the Canadian Fish & Cold Storage Company, has gone to New York en route for England, where he will place orders for a number of steam trawlers to be utilized next spring in Hecate Straits and other northern territorial waters. Mr. Starratt is one of the pioneers of the halibut fishing industry, having been general manager of the Vancouver branch of the New England Fish Company for many years. He will be accompanied to Europe by George H. Collins, general manager of the Canadian Fish & Cold Storage Company, who is now in New York awaiting his arrival.